2010-2014 Year Summary **2010 500-Streets**

Bestevi			Municipal	Special	G.O. Water Revenue	G.O. Sewer Revenue	Stormwater	Blue Earth		M	Tarab
Project	Dept.	G.O. Bond	State Aid	Assessment	Bond	Bond	Revenue	County		Other	Totals
West 2nd & Marcy Street, Phase 1 - 07062	E	224,178		131,869	48,352	35,165					439,564
Oak Knoll Phase 2	Е	406,379		301,014	96,327	69,989					873,709
Marsh Street, Dane to Extension - 07057	Е	499,555		444,496	199,230	121,359	44,544				1,309,184
Rogers St, 2nd to Mound - 05018	Е			254,713							254,713
Thompson Ravine Road - 06064	Е	1,031,100		441,900			490,000				1,963,000
Maple Street, Rock to Elm - 08061	Е	224,305		70,082							294,387
Critical Pedestrian Crossings	Е								50,000		50,000
Critical Sidewalks	Е	75,000		15,000							90,000
Overlays 2010 - 10004	E	170,000	161,000	180,000			150,000		50,000	General Fund	711,000
Alley Rehab 2010	Е	198,800		85,200							284,000
Petition Projects 2010	Е	100,000									100,000
Stormwater Outfalls Corrections	Е						50,000				50,000
CSAH 12/Highway 14 Interchange ROW & Wetland Banking/Mitigation Site	E-CD						660,000				660,000
Sibley Parkway Phase 2B	E-CD						000,000		1,731,400	Deed Grant, S Riverfront TIF Recoverable assets	1,731,400
Cloverleaf Lake Trail Loop	E-CD						70,000		74,000	Park Dev, Grants/Donations	144,000
Eastwood Energy Center	E-CD			1,976,384					250,000	Grant	2,226,384
Madison and Hope	E-CD								127,259	Construction cost and administration	127,259
Total		2,929,317	161,000	3,900,658	343,909	226,513	1,464,544		2,282,659		11,308,600
Other Potential Projects											
Madison Avenue-from North 7th Street to CSAH 12 - 06089	Е			1,940,000					7,760,000	TIGER grant	9,700,000
CSAH 12, South Junction CSAH 26 to CSAH 17 Madison Ave	E			,,,					,	Federal STF, Tax Abate, MnDOT	20,000,000
Total		2,929,317	161,000	5,840,658	343,909	226,513	1,464,544		30,042,659		41,008,600

DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering	West 2 nd and Marcy Street Phase 1 - Project 07062	2010

Sources of Funding

General Obligation Bond	\$ 224,178
Special Assessment	\$ 131,869
G.O. Water Revenue Bond	\$ 48,352
G.O. Sewer Revenue Bond	\$ 35,165
Total Cost	\$ 439,564

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Complete reconstruction of Spence Street from the railroad right-of-way to West 3rd Street; West 3rd Street from Spence Street to Carney Avenue; and Carney Avenue from West 3rd Street to West 2nd Street. To include replacement of aging infrastructure and installation of storm drainage improvements per the storm drain master plan.

Justification: Replacement of aging facilities and improving drainage

Pavement Rating: Poor to very poor

Watermain Condition: Sewer Condition:

Drainage to Streets: Poor

Site Requirements: None

Impact: Neighborhood improvements and reduction of maintenance

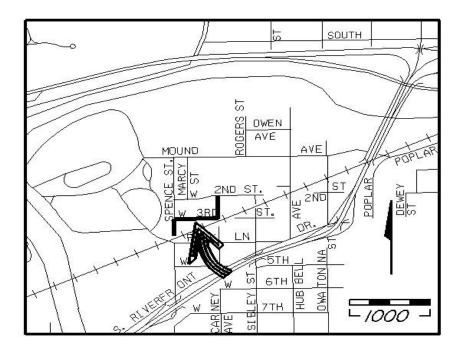
expenditures.

Planning Commission Comment: None (2008)

Multi-Modal Committee Comment: None (2009)

Project History: This project was originally proposed as single phase reconstruction project. Engineering staff has come up with a 3-year phased construction plan to reduce the access impacts to residents.

Phase 1 scheduled for 2010 is proposed in the project description above. In 2011, Marcy Street from West 2nd Street to Mound and West 2nd Street from Spence Street to Sibley Street is proposed for reconstruction. In 2012, Spence Street from West 3rd Street to Mound Avenue is proposed for reconstruction.



DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering	Oak Knoll Boulevard - Phase 2	2010

Sources of Funding

General Obligation Bond	\$ 406,379
Special Assessment	\$ 301,014
G.O. Water Revenue Bonds	\$ 96,327
G.O. Sewer Revenue Bonds	\$ 69,989
Total Cost	\$ 873,709

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Complete reconstruction of Oak Knoll Boulevard from Park View Avenue to Dell Avenue; Dell Avenue from Oak Knoll Boulevard to Ridgewood Street; and Eginton Road from Ridgewood Street to Sunset Boulevard. To include replacement of aging infrastructure and install new storm drainage improvements per the storm drain master plan.

Justification: Replacement of aging facilities and improving drainage

Pavement Rating: Poor Watermain Condition: Sewer Condition:

Drainage to Streets: Poor

Site Requirements: None

Impact: Neighborhood improvements and reduction of maintenance

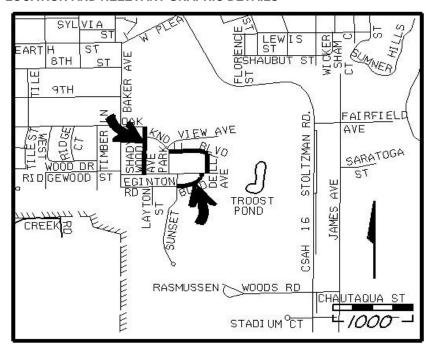
expenditures.

Planning Commission Comment: None (2008)

Multi-Modal Committee Comment: None (2009)

Project History: Engineering staff was directed to come up with a 3-year phased reconstruction plan for the Oak Knoll neighborhood. In 2008, Oak Knoll Boulevard was reconstructed from Baker Avenue to Park View Avenue. In 2009, Eginton Road was reconstructed from Baker Avenue to Sunset Boulevard and Park View Avenue was reconstructed from Oak Knoll Boulevard to Ridgewood Street.

In 2011, Ridgewood Street from Baker Avenue to Dell Avenue and Sunset Boulevard from Ridgewood Street to Eginton Street are programmed to be reconstructed.



DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering	Marsh Street, Dane Street to Extension Street - Project 07057	2010

Sources of Funding

\$1	,309,184
\$	44,544
\$	121,359
\$	199,230
\$	444,496
\$	499,555
	\$

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Complete reconstruction of Marsh Street from Dane Street to Extension Street, to include replacement of aging infrastructure and installation of new storm drainage improvements per the storm drain master plan.

Justification: Replacement of aging facilities and improving drainage.

Pavement Rating: Very poor Watermain Condition: Sewer Condition:

Drainage to Streets: Poor

Site Requirements: None

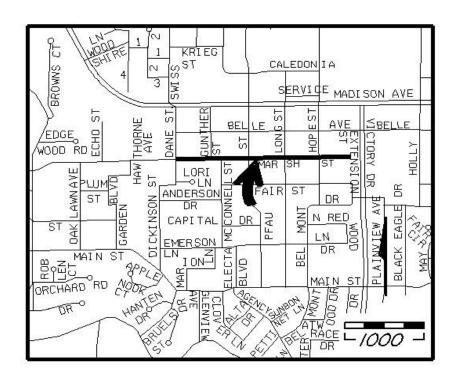
Impact: Neighborhood improvement and reduction of maintenance

expenditures.

Planning Commission Comment: None (2008)

Multi-Modal Committee Comment: None (2009)

Project History: The surface of this street has deteriorated to a point that total reconstruction is required. The original utilities were installed in the 1940s and initial paving was completed in the 1950s.



DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering		
Community	Rogers Street, 2nd Street to Mound Street - Project 05018	2010
Development		

Sources of Funding

 Special Assessment
 \$ 254,713

 Total Cost
 \$ 254,713

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Completion of a new street and 13 lot subdivision in accordance with an approved Development Agreement between the city and Habitat for Humanity.

Justification: Petition project with 100% of project cost assessed against

the 13 newly created lots.

Pavement Rating: None

Watermain Condition: to be installed

Sewer Condition: Excellent

Drainage to Streets: to be installed

Site Requirements: None

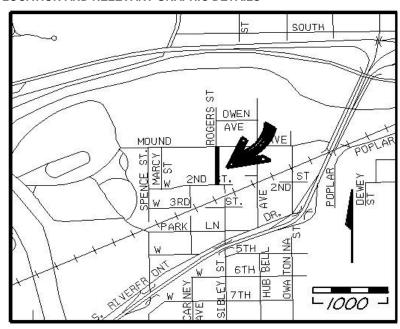
Impact: Provide additional access additional access to Second Street to

Mound Street and provide affordable homebuilding sites.

Planning Commission Comment: None (2008)

Multi-Modal Committee Comment: None (2009)

Project History: This property was originally developed as post WWII government housing, on a layout similar to that approved, but with higher density. When those buildings were removed in the early 1970s, the property languished with a variety of owners. A trunk sewer was placed through the property on provided ROW in 2003.



DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering	Thompson Ravine Road - Project 06064	2010

Sources of Funding

 General Obligation Bond
 \$ 1,031,100

 Special Assessments
 \$ 441,900

 Stormwater Revenue
 \$ 490,000

 Total Cost
 \$ 1,963,000

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Reconstruction of road surface and structure from North 6th Street to a point 3460 feet east of North 6th Street, to include storm drainage improvements. Mill and overlay the balance to Victory Drive and construct multi-use trail from Victory Drive to Tourtellotte Park. Improve drainage aspects within Thompson Ravine and Thompson Creek.

Justification: Poor pavement and sight conditions. Inappropriate superelevated curves in an area zoned residential and poor drainage in areas. No pedestrian connection between residential areas and commercial areas. High velocity water travel down Thompson Creek with no means of erosion control.

Pavement Rating: 7 (failed)

Watermain Condition: Replaced in 1992 Sewer Condition: Replaced in 1992

Drainage to Streets: Adequate to poor. Need velocity and erosion reduction measures installed in Thompson Ravine and creek.

Site Requirements: Completion of right-of-way plat (in process)

Impact: Improved driving surface and removal of super-elevations on curves will serve to potentially reduce speed, providing a traffic calming effect. A multi-use trail connection between Tourtellotte Park and Victory Drive will serve to connect the community commercial centers and other regional multi-use trails, and provide another transportation mode for this right-of-way. Velocity reduction measures and treatments will reduce the erosive effects of the water on the creek and ravine.

Planning Commission Comment: None (2008)

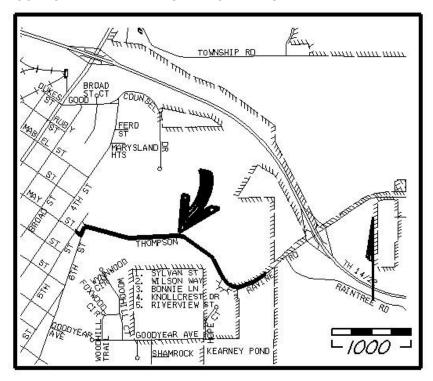
Multi-Modal Committee Comment: Support the multi-use trail on the north

side for safety (2009)

Project History: This street section was a county road built to rural section standards with super-elevated curves allowing traffic to maintain speeds above the posted speed limits.

In 2002, staff met with residents along Thompson Ravine Road east of North 5th Street. Items discussed at this meeting were street widths, parking, sidewalk/trail options, drainage, and potential future re-routing of Thompson Ravine Road.

In the past year, engineering staff has consulted with Survey Services to prepare a right-of-way plat to establish boundaries, since there are still many unplatted properties along Thompson Ravine Road



DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering	Maple Street, Rock Street to Elm Street - Project 08061	2010

Sources of Funding

 General Obligation Bond
 \$224,305

 Special Assessment
 \$70,082

 Total Cost
 \$294,387

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: New construction of a 24-foot-wide street from Rock Street to Elm Street, with the addition of approximately 30 parking stalls to be utilized as overflow and event parking for Riverfront Park. Additionally, 410 feet of Elm Street and 928 feet of Rock Street west of Riverfront Drive will be overlayed as part of this project.

Justification: Current road surface is gravel in an industrial setting and a paved surface will better serve the adjacent property owners for access. Additional parking will be provided for public use.

Pavement Rating: Watermain Condition: Sewer Condition: Drainage to Streets:

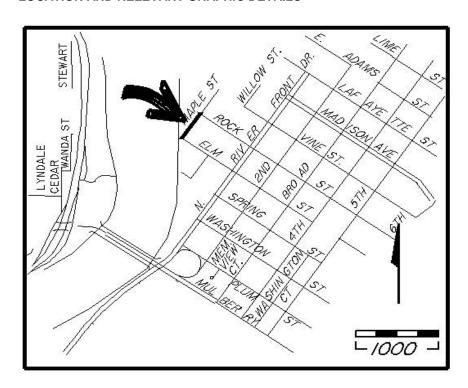
Site Requirements: Purchase of one parcel of land between Maple Street and railroad right of way.

Impact: Eliminate associated maintenance of a gravel surface while making the industrial area more attractive for potential customers and allow additional public parking for Riverfront Park.

Planning Commission Comment: None (2008)

Multi-Modal Committee Comment: None (2009)

Project History: A gravel road adjacent to the railroad yards has been maintained at least since the 1980s. In 1981 the aggregate base work was completed as part of the relocation of the sanitary sewer interceptor between the Mulberry pump station and the Waste Treatment Plant. A corroded watermain was replaced during the 1981 and 1983 construction periods



DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering	Critical Pedestrian Crossings	2010

Sources of Funding

Other \$ 50,000 **Total Cost** \$ **50,000**

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Analyze, design and install safe crossings to East and

West High School across arterial streets

Justification: Safety

Site Requirements: None

Impact: Provide safe crossings to students and eliminate crossing guards at

these locations

Planning Commission Comment:

Multi-Modal Committee Comment: None (2009)

Project History: Engineering staff has been directed to analyze, design and install safe crossings to East and West High School across arterial streets. The city currently funds crossing guards at these locations. Installation of safe crossings at these two locations will result in a safer route to these schools and reduce the long term costs of funding crossing guards.

DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering	Critical Links Sidewalk Program	2010

Sources of Funding \$75,000 G.O. Bond \$15,000 Special Assessment \$15,000 Total Cost \$90,000

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Construct 5-foot concrete walks within 2 miles of schools in Mankato according to the sidewalk ordinance and 5-foot walkways with pedestrian accessibility ramps located within the walking radius of Mankato public schools District 77.

Justification: Improve pedestrian safety in school areas.

Site Requirements: Located within existing rights-of-way.

Impact: Maintenance obligations: Property owners will be asked to maintain more sidewalks in these nonexistent sidewalk areas so that peoples and students will not be asked to walk in the street and have a safe refuge year-round as they move to school and playground sites.

Planning Commission Comment: None (2008)

Multi-Modal Committee Comment: None (2009)

Project History: Mankato has, since the 1950s, suffered from a lack of sidewalks when the policy was changed not requiring sidewalks to be installed when houses were built. In 1985, the City Council instructed us to make sure that sidewalks went in and were proposed on all reconstructions, with minimal exceptions. That concept was enforced. In 1996, after years of agonizing study, the City Council adopted a sidewalk ordinance identifying missing links in the system, and determined that all new construction and reconstruction would incorporate sidewalks in accordance with the ordinance. Determined Councils since that date have accommodated 100% of those walkways; however, we are now faced with a series of obvious missing links in the system where safe routes to school terminate at certain locations and then start again when the routes hit the district properties. Parent/teacher organizations and campus safety staffs have identified these risk areas and have encouraged us to install these missing links.

Correspondence from the Kennedy School area, where many of the ordinance links were constructed in the last several years, made it obvious the missing links now are the unsafe portions of the project. Since the year 2000, District 77 was forced by budget cuts to further reduce busing in the area and elementary students within one mile and high school students within two miles of the school are encouraged to walk. This situation further exacerbates the identified problem. Applied for Safe Routes to School Grants for 2007, 2008.

A list of identified Critical Link Sidewalks:

- Fair Street, Victory to Kennedy
- Marwood, Victory to Thomas
- Ledlie, Stoltzman to Viking
- Monks, Rosewood to Cody Ct

DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering Public Works	Overlays 2010	2010

Sources of Funding

Total Cost	\$711,000
Other	<u>\$ 50,000</u>
Stormwater Revenue	\$150,000
MSA Maintenance	\$161,000
Special Assessment	\$180,000
General Obligation Bond	\$170,000

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Provide 2" mill and overlay to the listed streets to restore surface and improve rideability.

Justification: Selected streets have deteriorated to the point where major maintenance is required to increase service life.

Balcerzak Drive, Warren to Pohl (4322-feet)

Pavement Rating: Good to fair; with poor ride quality

Watermain Condition: Sewer Condition:

Drainage to Streets:

Balcerzak Drive, Pohl to Victory (2094-feet)

Pavement Rating: Good to fair with poor ride quality

Watermain Condition: Sewer Condition:

Drainage to Streets:

Glen Ellen Drive, Hoffman to end (1324-feet)

Pavement Rating: Fair Watermain Condition: Sewer Condition:

Drainage to Streets:

Wadsworth Drive, Cameo to end (981-feet)

Pavement Rating: Fair to poor

Watermain Condition: Sewer Condition: Drainage to Streets: Cameo Lane, Glen Ellen to end (537-feet)

Pavement Rating: Fair to poor

Watermain Condition: Sewer Condition: Drainage to Streets:

Opal Lane, Glen Ellen to Wadsworth (387-feet)

Pavement Rating: Good to fair

Watermain Condition: Sewer Condition: Drainage to Streets:

Jaycee Court, Cul-de-sac to Pohl (973.0-feet)

Pavement Rating: Poor Watermain Condition: Sewer Condition: Drainage to Streets:

Broad Street, Madison to Mulberry (2899-feet)

Pavement Rating: Good, but with poor ride quality

Watermain Condition: Sewer Condition: Drainage to Streets:

Site Requirements: None

Impact: Improved surface conditions, rideability and increased service life for the selected streets.

Planning Commission Comment: None (2008)

Multi-Modal Committee Comment: None (2009)

Project History: This is an annual coordinated project between Public Works and Engineering staff to address maintenance issues with regard to surface conditions on streets.

DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering	Alley Rehab and Overlay	2010

Sources of Funding

 General Obligation Bond
 \$ 198,800

 Special Assessment
 \$ 85,200

 Total Cost
 \$ 284,000

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Construct and rehabilitate alleys within the city limits as identified in the Alley Master Plan developed by engineering staff

Justification: Replacement of unserviceable surfacing and improving drainage.

Alley 7-433, from Madison to Vine between 4th and 5th

Pavement Rating: Poor Drainage to Streets:

Alley 8-305, from Madison to LaFayette between 5th and 6th

Pavement Rating: Gravel Drainage to Streets:

Alley 8-304, from LaFayette to Adams between 6^{th} and 7th

Pavement Rating: Gravel Drainage to Streets:

Alley 8-301, from LaFayette to Adams between 5th and 6th

Pavement Rating: Gravel Drainage to Streets:

Alley 8-158, from Adams to Lime between 5th and 6th

Pavement Rating: Very Poor Drainage to Streets:

Alley 7-284, from LaFayette to Adams between 4th and 5th

Pavement Rating: Gravel Drainage to Streets:

Alley 8-302, from Madison to Lafayette between 5th and 6th

Pavement Rating: Gravel Drainage to Streets:

Alley 7-281, from Adams to Lime between Broad and 4th

Pavement Rating: Gravel Drainage to Streets:

Alley 8-157, from Lime to Fountain between 5th and 6th

Pavement Rating: Gravel Drainage to Streets:

Alley 8-153, from Lime to Fountain 4th to 5th

Pavement Rating: Gravel Drainage to Streets:

Alley 8-280, from Lime to Fountain Broad to 4th

Pavement Rating: Gravel Drainage to Streets:

Site Requirements: None

Impact: Neighborhood improvements and reduction of maintenance

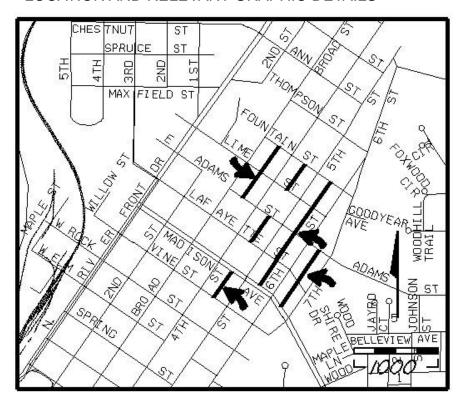
expenditures.

Planning Commission Comment:

Multi-Modal Committee Comment: None (2009)

Project History: Engineering staff was directed to come up with an Alley Master Plan to address continual long-term maintenance issues with poor alley surfacing conditions and eliminate unsurfaced alleys. In 2009, staff

completed the master plan and began its implementation.



DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering	Petition Projects	2010

Sources of Funding

General Obligation Bond \$ 100,000 **Total Cost** \$ 100,000

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Miscellaneous Improvements requested from property owners that may have some General Obligation funding, such as:

Alley surfacing petitions other than Alley Rehab Program Street resurfacing petitions other than in the Resurfacing Program Subdivision development that may have pipe over-sizing City share

Justification: Each petitioned improvement may be ordered based upon its own merits and availability of General Obligation funding. If General Obligation funding is not available, or is greater than \$100,000, the project may be incorporated into future CIP years

Site Requirements: As may be required on individual project requests

Impact: City financing limited to \$100,000 annual share

Planning Commission Comment: None (2008)

Multi-Modal Committee Comment: None (2009)

Project History: None

DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering	Stormwater Outfall Corrections 2010	2010

Sources of Funding

General Obligation Bond \$50,000 **Total Cost** \$50,000

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Continue to study and mitigate the effects of erosion on Barnes Creek and install check dams to slow water travel speed at strategic locations.

Justification: High velocity water is eroding the banks of Barnes Creek from MSU to Rasmussen Woods. Reducing erosion protects environmentally sensitive areas and reduced maintenance on culverts by Public Works Staff

Site Requirements: Potential ingress and egress easements

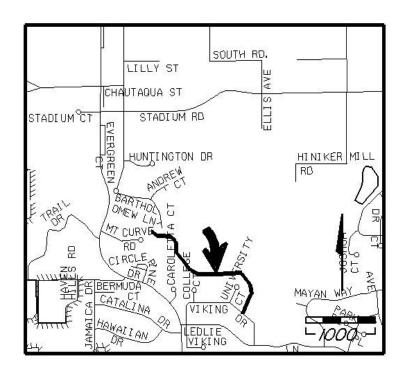
Impact: Erosion reduction to Barnes Creek and reduction of maintenance costs by Public Works staff

Planning Commission Comment: None (2008)

Multi-Modal Committee Comment: None (2009)

Project History: In 2008 engineering staff applied for a grant to install erosion reduction measures within the ravine which Barnes Creek runs through, but the grant program was eliminated with looming budget concerns at the state level.

In 2009, a restrictor was added to the retention pond near Jacob Estates, a major contributor to the erosion problem.



DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering Community	CSAH 12/Highway 14 Interchange ROW & Wetland Banking/Mitigation Site	2010
Development		

Sources of Funding

 Stormwater Revenue
 \$ 660,000

 Total Cost
 \$ 660,000

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description:

Justification: Property provides part of the required ROW necessary for the extension of CSAH 12 to Highway 14 and construction of the Highway 14/CSAH 12 interchange. Site can also accommodate required wetland mitigation associated with the project and provide opportunity for future wetland banking credits that may be used to offset wetland impacts incurred with other City projects.

Site Requirements: None

Impact: Provide right of way fro CSAH 12 project and suitable wetland

mitigation site

Planning Commission Comment: None (2008)

Multi-Modal Committee Comment:

Project History: None, new project



DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering		
Community	Sibley Parkway Phase 2B	2009-2010
Development		

Sources of Funding

Total Cost	\$ 1,731,400
Recoverable Assets	\$ 204,623
South Riverfront TIF	\$ 1,000,000
Deed Grant	\$ 526,777

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Phase II Construction of temporary connection to Poplar Street and construction of permanent roadway and signalized intersection at Riverfront Drive.

Cost Breakdown by Project:

Total	\$ 1,731,400
Phase 2B West Poplar Street temporary connection	\$ 150,400
Phase 2B East; Wasco relocation	\$ 450,000
Phase 2B East; Riverfront Drive intersection	\$ 1,131,000

Justification: Redevelopment activities as authorized by EDA.

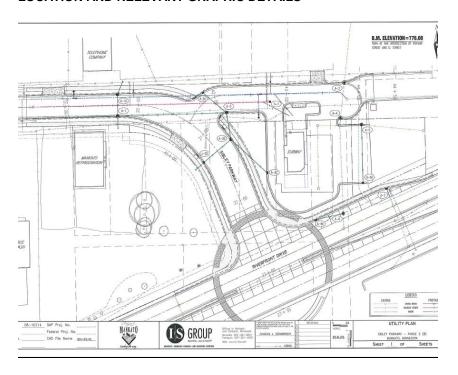
Site Requirements: Acquisition of right-of-way via relocation of Wasko property.

Impact: Neighborhood improvements and reduction of maintenance expenditures.

Planning Commission Comment:

Multi-Modal Committee Comment: None (2009)

Project History: The project has been reviewed by the City Council and EDA in various stages since early 2008 and is subject to a 2007 DEED grant that proposed right-of-way and access improvement to catalyze private redevelopment activities.



DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering		
Community	Cloverleaf Lake Trail Loop	2010
Development		

Sources of Funding

Total Cost	\$ 144.000
Grants/Donations	\$ 4,000
Stormwater	\$ 70,000
Park Development	\$ 70,000

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Construct 1.6-mile trail system around the Mn/DOT retaining pond (Cloverleaf Lake) located adjacent to Westwood Commercial Centre. Trail system would be accessed via small parking area developed in connection with adjoining landowners and also accessed by existing and future trail/sidewalk networked in the Northeast Planning Area and CSAH 3.

Justification: Storm drainage requirements have resulted in the need to construct stormwater management ponds throughout the city. In some cases, the ponds have been incorporated into parks (Lions Lake and Country Club) while in other cases the ponds are isolated and inaccessible except for maintenance activities. The ponds offer an opportunity to co-locate recreational opportunities, such as trails, that can more fully utilize the property beyond a single purpose. In this case, the area has a developing trail and sidewalk network that is linked to regional trails and residential neighborhoods. The creation of a trail loop through the 36-acre parcel would offer additional recreational opportunities for trail users. Future improvements could include viewing areas and small docks.

Site Requirements: Trail should be hard surfaced to meet accessibility needs. Cost could be reduced if city forces used for phased project.

Impact: Co-located recreational opportunities. The area has a developing trail and sidewalk network that is linked to regional trails and residential neighborhoods. The creation of a trail loop through the 36-acre parcel would offer additional recreational opportunities for trail users.

Planning Commission Comment:

Multi-Modal Committee Comment: None (2009)

Project History: Not previously proposed for this area, but in other instances ponds have been integrated into park and recreational improvements.



DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering		
Community	Eastwood Energy Center	2009-2010
Development		

Sources of Funding

 Special Assessment
 \$ 1,976,384

 Grant
 \$ 250,000

 Total Cost
 \$ 2,226,384

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Construct the following improvements for industrial park development:

Stormwater management ponds/bioswales	\$ 553,731
Street Improvements (40 foot wide)	\$ 977,632
Storm Drains	\$ 301,390
Sanitary Sewer and Water	\$ 393,631
Total	\$ 2,226,384

Justification: Facilitation of basic sector employment growth through industrial park development. Property is sold at cost for industrial users that create and/or retain community employment.

Site Requirements: None

Impact: Facilitation of basic sector employment growth.

Planning Commission Comment:

Multi-Modal Committee Comment: None (2009)

Project History: Property was acquired in 2008 for industrial park development. Public improvements to be constructed in stages to match demand for development sites.



DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering Community Development	Madison and Hope	2010

Sources of Funding

 Construction Cost
 \$ 99,724

 Administration
 \$ 27,535

 Total Cost
 \$ 127,259

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Provide left turn access to westbound Madison

Avenue traffic onto Hope Street

Justification:

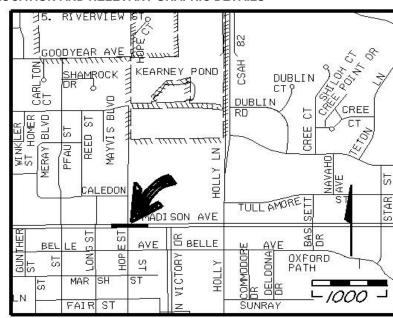
Site Requirements: None

Impact: Provide access to businesses

Planning Commission Comment:

Multi-Modal Committee Comment: None (2009)

Project History:



DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering		
Community	Madison Avenue - 7 th Street to CSAH 12	2010-2011
Development		

Sources of Funding

 Potential TIGER Grant
 \$ 7,760,000

 Special Assessment
 \$ 1,940,000

 Total Cost
 \$ 9,700,000

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

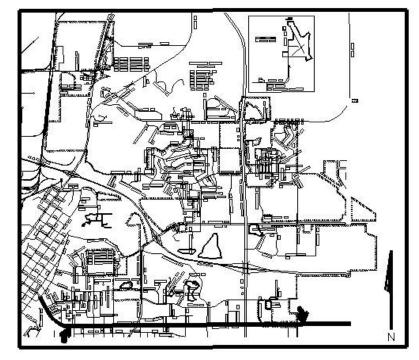
Project Description: Rehabilitation of the inplace surfacing and lighting from North 7th Street to TH22 with select curb and gutter replacement and installation. With this project Madison Avenue from Victory Drive to TH 22 will also become a complete street by sharing the right turn lanes with transit and the installation of a multi-use trail on the south side. Additionally, transit dropoff and pick-up points will be constructed and be located near Wal-Mart and Apache Plaza. Staff will also be performing analysis cooperatively with Mn/DOT for the potential construction of a roundabout at the intersection of Madison Avenue and TH 22. This project will also include the complete reconstruction of CSAH 17/Madison Avenue from TH 22 to future CSAH 12, to include watermain and drainage improvements. Engineering staff is proposing the construction of a 5-lane facility in anticipation of future commercial growth along the corridor. This will be a cooperative project between the City of Mankato, Blue Earth County and Mn/DOT.

Justification: Replacement of failing pavement surfaces and improving drainage. Listed as needs in MATAPS 2003 and the AUAR study completed in 2007.

Site Requirements: Identify ROW and locations to install transit pick-up and drop-off points. Potential easements may be needed for utilities and multiuse trail from TH22 to CSAH 12.

Impact: surface improvements and reduction of maintenance expenditures. Provide protected intersection and crossing island at Haefner Drive, Carver Road, and the new CSAH 12 intersection.

Planning Commission Comment: None (2008) Multi-Modal Committee Comment: None (2009) **Project History:** The project from Victory Drive to TH 22 was originally proposed in 2008, but was delayed due to all MSA funding being invested in Victory Drive. Engineering Staff has assembled an application for funding under the Transportation Investment Generating Economic Recovery, or TIGER, grant program which was submitted to the USDOT on September 15th, 2009. If successful, the project will commence in accordance with the terms of the grant. It is anticipate that final completion will be November, 2011.



DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering	CSAH 12, S junction of CSAH 26 to CSAH 17 Madison Avenue	2010

Sources of Funding

Federal STF Appropriation \$ 9,000,000 City/County Tax Abatement Bond \$ 7,000,000

Blue Earth County \$

MnDOT \$ 4,000,000 **Total Cost** \$20,000,000

Project Schedule

2003 to 2005 Transportation Studies COMPLETE

Mid-2006 to mid-2007 Environmental Assessment 50% COMPLETE

Mid-2007 to 2008 Preliminary Engineering Mid-2007 to 2008 Official Mapping

2008 Project Study Report/Final Design

2008 Right-of-way Acquisition Mid-2008 Permits and Approvals

Spring 2010 Construction



PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description:

Providing 4-lane north/south alternative to TH 22 and Victory Drive at an excess of 1 mile spacing.

Hard surfacing of one mile of County Road, an interchange at TH 14, and relocation of some local access roads with major intersections at the north and south at County Highway 26 on the north and County Highway 17 at the south.

Includes the interchange at the east quarter line at the midsection of Section 11, Mankato Township, east city limits.

Justification:

The CSAH 12 extension/Hwy 14 Interchange Project constructs two miles of arterial roadway, a new interchange, and a grade-separated crossing of the DM&E Railroad. This project is the by-product of close coordination and regional planning by Mn/DOT, Blue Earth County, and the City of Mankato. It is also consistent with all regional and local transportation and land use plans.

The project will:

- ①Provide a safe interchange connection to Hwy 14
- ②Improve overall safety and mobility by reducing traffic volumes on congested Hwy 22
- ③Improve safety by eliminating the dangerous turning movements at the Hwy 14/CSAH 86 intersection

- Sencourage planned economic development
- ® Provide system continuity and improved connectivity to the developing Northeast Industrial Service Area

Pavement Rating: Non-existing

Watermain Condition: To be developed Sewer Condition: To be developed Drainage to Streets: To be developed

ROW Requirements: Full ROW acquisition required between CSAH 26 and CSAH 17. Portions may be dedicated as part of the platting process.

Impact: Service to east side commercial enterprises. Provide spacing to service city well, with TH 169, Riverfront Drive, Victory Drive, TH 22, and on the easterly limits proposed CSAH 12

Planning Commission Comment: Identified as AUAR **Environmental Committee Comment:** Concerns regarding farm wetlands in BEC greenway visions.

PROJECT HISTORY: Project was identified as a need in the 1996 MATAPS Transportation Study to serve as future north/south traffic demand and the expanding regional area.

- * 1996 Mankato Area Transportation and Planning Study (MATAPS) identified the need for a north-south corridor. Partners – Mn/DOT Region 9, Blue Earth County, City of Mankato, North Mankato, and Nicollet County
- 2005 Highway 14 Long-Term Access Study identified access locations on Hwy 14 including the CSAH 12 interchange. Partners – Blue Earth County, City of Eagle Lake, City of Mankato, and Mn/DOT
- 2005 Mankato Northeast Industrial Area AUAR further refined traffic and land use impacts. Partners-City of Mankato
- 2005 Hwy 14/CSAH 12 Interchange Study identified an interchange configuration that would support future development and be environmentally compatible. Partners – Blue Earth County, City of Mankato, and Mn/DOT
- 2005 Blue Earth County Transportation Plan incorporated the Hwy 14 Long-Term Access Study and the Hwy 14/CSAH 12 Interchange Study into the overall County Long-Range Plan
- 2006-2007 CSAH 12 Extension/Hwy 14 Interchange Alternative Evaluation and Environmental Assessment Study will refine the design and provide environmental documentation. Partners – Blue Earth County, City of Mankato, and Mn/DOT

Project Cost:

\$5 Million – CSAH 12 Roadway Extension \$5 Million – DM&E and Sakatah Singing Hills Regional Trail Overpass